

## Regional TLC Design Guidance for Streetscapes:

The Regional TLC Capital Program design guidelines aim to address all transit modes of transportation, giving non-motorized users of the street an alternative to automobile travel and access to transit. In June 2006, the MTC Commission adopted regional policies for the accommodation of non-motorized travelers. MTC Resolution No. 3765 (Routine Accommodations aka Complete Streets) called for creation and implementation of a checklist that promotes the routine accommodation of non-motorized travelers in project planning and design. Partner agencies will complete this checklist prior to submitting projects to MTC. The following is a link to the checklist:

[http://www.mtc.ca.gov/planning/bicyclespedestrians/routine\\_accommodations.htm](http://www.mtc.ca.gov/planning/bicyclespedestrians/routine_accommodations.htm)

Additionally, in September 2008, AB 1358 a Complete Streets Policy was adopted by the state. The design of the street should accommodate all modes of travel and improve access to transit, particularly for pedestrians, elderly and disabled persons, bicyclists as well as motorists.

The following section utilizes Context Sensitive Design Solutions and sets design recommendations for the Regional TLC Program. This guidance suggests ranges (minimum and maximums) and the best practices to strive for. Projects will be evaluated for how well the project addresses these elements. Project design must comply as well with the following State and Federal Statutes: Title 24, CEQA, NEPA and ADA.

Street Design Guideline	Min	Max	Best Practice	Comments	Source
Travel Lane Width	9.5ft	12ft	10ft or 11ft curb lane with transit, or shared curb lane for bicyclist with on street parallel parking.	Avoid conflicts with pedestrians, provide access for bicyclist. Check with transit provider to make sure lane width is adequate.	ITE
Bicycle Lane Width (Class II)	5ft	7ft	6ft including 4ft clear width from gutter pan seam. 7ft if ample ROW	Utilize sharrows if ROW constrained.	ITE
Sharrows (Class III)	11ft	14ft	14ft shared curb lane	Use only on streets with on street parallel parking. Use only if ROW cannot accommodate Class II bike lanes.	AASHTO Guide for the Development of Bicycle Facilities p. 17
Medians	2-3ft	22ft	16ft min. at intersection with turn lane pocket and Pedestrian Refuge or 2ft without (3ft. with plantings).	Most appropriate if ROW accommodates all modes of travel and utilizes a Ped. Refuge, if crossing distance exceeds 60ft.	ITE

On Street Parking	7ft	8ft	8ft wide, 9ft wide if ROW permits.	Prefer wider to avoid bike lane conflict (door zone)	ITE
Mid Block Crossings	-	-	-	Use in areas with high pedestrian volume where space between intersection pedestrian crossings exceed 400ft.	ITE
Pedestrian Refuge Island	6ft	22ft	8ft wide	Most appropriate when used with medians where crossing distance exceeds 60ft.	ITE
Mid Block Bus Stops	-	-	Used in conjunction with mid block crosswalks.	Check with local transit provider. Use at major activity generators and signalized mid block crossings. Consolidate stops when possible.	ITE
Pedestrian Scaled Lighting (Height)	8ft	14ft	10-12ft tall	.5 to 2.0 foot candle coverage desired. Space between street trees 25-30ft o.c.	VTA CDT Best Practices
Sidewalk Width	5ft	-	12ft. or wider	Must comply with Title 24, ADA guidelines.	MTC
Street Trees	15ft. o.c.	35ft o.c.	25-30ft on center spacing	Use species with non invasive roots. Use tree grates where appropriate. 5x5 or 4x6 ft tree well or larger preferred.	Creating Livable Streets Metro
Sidewalk Planters	-	-	Maximize where feasible while preserving space for street furniture and bike racks.	Storm Water Mitigation. See below.	Creating Livable Streets Metro
Street Planters	-	-	Maximize where feasible	Between parking and at intersections as part of bulb out.	Creating Livable Streets Metro
Street Furniture and Fixtures	-	-	-	Provide benches, newspaper racks, bus shelters, trash and recycling bins as needed or required. Apply CSS Design Principles.	VTA CDT Best Practices
Bike Racks/Storage	300ft	50ft	100ft.	Install in Furniture Zone of sidewalk, clear of curb and any on-street parking. Avoid conflicts with bus stops.	John Brazil, Bike Planner, San Jose
Vehicle Speed	15mph	30mph	25 mph	Within project boundaries.	

<b>Intersection Guidelines</b>	<b>Min</b>	<b>Max</b>	<b>Best Practice</b>	<b>Comments</b>	<b>Source</b>
Curb Return Radii	5ft	10ft to 15ft	5' radius in urban areas with no turns, 10-15ft radius in areas with high pedestrian traffic and predominately passenger vehicles	Minimize curb return radii to slow speed of turning vehicles and to shorten pedestrian crossing distance. May need to be wider to accommodate buses.	ITE
Audible Signals	-	-	Install at busy intersections	At all crosswalks.	SFMTA
Pedestrian Treatments at Intersections	-	-	Crosswalks at all intersection legs.	Provide high visibility crosswalks at all legs of an intersection, within project area.	
Curb Extensions (Bulb Outs)	6ft	8ft	7ft	Utilize to minimize crossing distances and calm traffic.	ITE
Bike Lane Treatment at Intersections	-	-	-	Bike lane should stop at cross walk or stop bar, in large intersections left turn lane treatment may be applied within intersection.	CA MUCTD P 9C-1
Bus Stops at Intersections	-	-	Far Side Stops	Near or Far Side Stops, connect with other major routes. Provide bus shelters if ROW allows. Check with transit provider.	ITE
Bus Bulb out	40ft.	60ft.	55ft.	At bus stop locations use in place of curb extensions. Check with transit provider.	AC Transit
<b>Storm Water Management</b>	<b>Min</b>	<b>Max</b>	<b>Best Practice</b>	<b>Comments</b>	<b>Source</b>
Minimize run-off	-	-	-	Contain storm water on site	“
Street Trees	15ft	30ft	Less than 30ft on center spacing.		“
Rain Gardens/ Street Planters	-	-	-	Maximize planting areas on street and sidewalks.	“
Permeable Paving Materials	-	-	-	Use on sidewalks where planters are not feasible and in parking areas.	“

Median Bio Filtration Swale	12ft wide			Should be at least 250ft long.	“
<b>Urban Paths</b>	<b>Min</b>	<b>Max</b>	<b>Best Practice</b>	<b>Comments</b>	<b>Source</b>
Class 1 Bike/Ped. Multi-Use Path	10ft	14ft	12ft wide paved path, 6ft ea. direction, 2ft shoulder for walkers	Must comply with ADA and should be lighted during winter months. 5% max. slope.	SF Bay Trail Design Guidelines

**\*Sources**

ITE- Institute of Transportation Engineers and the Congress for New Urbanism's (CNU) "Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities-ITE Recommended Practices" <http://ite.org/bookstore/RP036.pdf>

AASHTO- American Association of State Highway and Transportation Officials, 1999 Guide for the Development of Bicycle Facilities, p. 17  
[http://www.sccrtc.org/bikes/AASHTO\\_1999\\_BikeBook.pdf](http://www.sccrtc.org/bikes/AASHTO_1999_BikeBook.pdf)

CA MUCTD- Manual on Uniform Traffic Control Devices, 2003 California Supplement, Part 9, Traffic Controls for Bicycle Facilities, P 9C-1

Creating Livable Streets- June 2002, Street Design Guidelines, Metro (Portland, OR)

San Mateo County Sustainable Green Streets and Parking Lots Design Guidebook, First Edition: January 2009  
[http://www.flowstobay.org/ms\\_sustainable\\_streets.php](http://www.flowstobay.org/ms_sustainable_streets.php)

Green Streets- June 2002, Innovative Solutions for Stormwater and Stream Crossings, Metro (Portland, OR)

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VTA CDT Best Practices- 2003 Santa Clara Valley Transportation Authority-Community Design and Transportation, A Manual for the Best Practices for Integrating Transportation and Land Use

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